

**National Transportation Safety Board
Washington, DC 20594**

Brief of Accident

Adopted 04/20/2000

LAX99LA016 File No. 1741	10/26/1998	LAHAINA, HI	Aircraft Reg No. N860FE	Time (Local): 07:09 HST		
Make/Model:	Cessna / 208B			Fatal	Serious	Minor/None
Engine Make/Model:	P&W / PT6A-114A		Crew	0	0	1
Aircraft Damage:	Substantial		Pass	0	0	0
Number of Engines:	1					
Operating Certificate(s):	On-demand Air Taxi					
Name of Carrier:	CORPORATE AIR, INC.					
Type of Flight Operation:	Non-scheduled; Domestic; Cargo					
Reg. Flight Conducted Under:	Part 135: Air Taxi & Commuter					
Last Depart. Point:	HONOLULU , HI			Condition of Light:	Day	
Destination:	Same as Accident/Incident Location			Weather Info Src:	Weather Observation Facility	
Airport Proximity:	On Airport			Basic Weather:	Visual Conditions	
Airport Name:	KAPALUA			Lowest Ceiling:	None	
Runway Identification:	2			Visibility:	15.00 SM	
Runway Length/Width (Ft):	3000 / 100			Wind Dir/Speed:	070 / 010 Kts	
Runway Surface:	Asphalt			Temperature (°C):	23	
Runway Surface Condition:	Dry			Obstr to Vision:	None	
				Precipitation:	None	
Pilot-in-Command	Age: 62			Flight Time (Hours)		
Certificate(s)/Rating(s)				Total All Aircraft:	6000	
Commercial; Single-engine Land				Last 90 Days:	38	
Instrument Ratings				Total Make/Model:	1500	
Airplane				Total Instrument Time:	950	

Following a normal approach and landing, the left wing of the fixed gear aircraft dropped and the aircraft skidded on its belly-mounted cargo pod. Despite the pilot's attempt to maintain directional control, the aircraft veered off the runway to the left and down an embankment. Investigation revealed that the left main landing gear strut, a tubular spring steel assembly, was broken approximately midway between the wheel assembly and the fuselage attachment. Laboratory metallurgical analysis revealed that the strut failed due to multiple fatigue cracks that originated from an extrusion lap on the inside diameter of the strut. The lap was formed during the manufacture of the tubing from which the strut is fabricated, and caused a structural discontinuity from which the fatigue cracks initiated.

Brief of Accident (Continued)

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LAHAINA, HI

Aircraft Reg No. N860FE

Time (Local): 07:09 HST

Occurrence #1: MAIN GEAR COLLAPSED

Phase of Operation: LANDING

Findings

1. (C) LANDING GEAR,MAIN GEAR STRUT - FATIGUE
 2. (C) LANDING GEAR,MAIN GEAR STRUT - FAILURE,TOTAL
 3. (C) MATERIAL DEFECT(INADEQUATE QUALITY OF MATERIAL) - MANUFACTURER
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Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING

Findings

4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
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Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

5. TERRAIN CONDITION - DROP-OFF/DESCENDING EMBANKMENT

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

Structural failure of the main landing gear strut due to metallurgical fatigue. The fatigue cracks originated at an internal structural flaw placed in the part during manufacture.